MR. CHAIRMAN: Mr. Basu, address the Chair not the Minister.

MAJ. GEN. (RETD.) B.C. KHANDURI: We do not have a monopolistic system. the price of these plates would vary as per requirements, as per market equations and as per the technology that would be brought in. therefore, nobody can say as to how much would be the cost differential. The analysis was done by the Committee. thereafter, they came to the conclusion that these plates were required.

SHRI NILOTPAL BASU: The Minister should come out with that study report.

**338. [The questioner (Shri Nandi Yellaiah) was absent for answer vide page 45.]*

**339. [The questioner (Shri N.K. Premachandran) was absent for answer vide page 45.]*

Toll tax in Punjab and Haryana

*340. SHRI SUKHDEV SINGH LIBRA:†
SARDAR GURCHARAN SINGH TOHRA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the places in Punjab and Haryana where toll tax is being charged and at what rate;

(b) the body responsible to collect toll tax;

(c) the tax collected, so far, and the share given to the concerned State Governments; and

(d) the terms and conditions for awarding contract to collect toll tax to private bodies?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (MAJ. GEN. (RETD.) B.C. KHANDURI): (a) to (d) A Statement is laid on the Table of the House.

†The question was actually asked on the floor of the House by Shri Sukhdev Singh Libra.

Statement

(a) to (c) the decision to levy user fee (Toll) for use of National Highways or Bridges was laid *vide* Government of India Natification No. GSR 490(E) dated 27th August, 1997. The rate of fee to be charged to the user on 4-lane highways of National Highways has been laid down in Government of India Notification No. GSR 570(E) dated 30th September, 1997. The places on National Highways in Punjab and Haryana where user fee (toll) is being collected by National Highways Authority of India and Build, Operate & Transfer (BOT) entrepreneur and their details are as under:—

1. User fee (toll) collected by National Highway Authority of India (NHAI)

Sl. No.	Location	Length of project km.	Toll rates/trip Rs.				Amount collected upto 30.11.2002 Rs. crore	Date of inception of toll
			Car/ jeep/ van	LCV	Bus/ truck	Heavy construction machinery & earth moving equipment		
1.	Bilaspur at km. 61 of NH 8 in Haryana	125.87	60	105	170	170	24.73	15.3.2002
2.	Karnal at km. 132 of NH 1 in Haryana	110	50	90	175	375	22.59	24.6.2002
3.	Shambu at km. 213 of NH1 in Punjab	66	30	55	105	225	8.51	24.6.2002
4.	Doraha at km. 296 of NH 1 in Punjab	100	45	80	160	340	9.84	24.6.2002
5.	Srinagar at km. 72 of NH2 in Haryana	90.1	35	60	125	125	8.26	10.6.2002

2. Toll collected by BOT entrepreneur:

S. No.	Location	Toll rates/trip Rs.			Date of inception	Concession period upto
		Motor Car, Taxi, Jeep, Pick-up Van, Station Wagon, Tempo, Auto Rickshaws, Three Wheeler Scooters or other Auto Driven Light Vehicles with or without trailer	Bus, Truck and other heavy vehicles including truck Trailer combination laden with goods/ passengers unladen	Other machanically propelled vehicles, not mentioned in Col. No. 3 & 4 such as mobile crane dozers, earth movers, road rollers, etc. loaded or unloaded		
1.	Railway Overbridge and its approaches at Dera Bassi in km. 32.08 of NH 22 in Punjab	10	25	30	1342002	1432009

User fee (Toll) collected by BOT entrepreneur is not required to be intimated to the Government, as per concession agreement. No share of this is given to the concerned State Government.

(d) Contracts for collection of user fee (toll) are awarded by Government/NHAI to a franchisee on the basis of competitive bidding. As per terms and conditions, the franchisee collects toll at prescribed rates and pays a fixed sum quoted by him to the Government/NHAI.

श्री सुखदेव सिंह लिब्रा: सभापति जी, यह जो टौल टैक्स लगा हुआ है, यह लोगों को बरदाश्त से ज्यादा है। हमारे यहां पंजाब में ट्रकों का काम लोगों ने किया है अपनी जमीन बेचकर लेकिन उनको दिल्ली की तरफ आना पड़ता है। अगर पाकिस्तान की तरफ जाने की इजाज़त दी जाती तो शायद कुछ बचाव भी हो सकता था लेकिन उनको आना पड़ता है मजबूरी से। हम लोग एक डेलीगेशन लेकर मंत्री जी से मिले थे, मंत्री जी ने कहा था कि हम इस पर विचार करेंगे। क्या इस पर विचार करके इसको कुछ कम करने की योजना है?

मेजर जनरल (सेवानिवृत्त) भुवन चन्द्र खन्डूड़ी: माननीय सभापति जी, पहले तो माननीय सदस्य ने कहा है कि बरदाश्त से बहुत ज्यादा है, तो मैं आपकी अनुमति से सदन को यह सूचना देना चाहूंगा कि यह जो टौल टैक्स हम इस्तेमाल कर रहे हैं, दरअसल इसका शब्दार्थ है ''यूजर फी'', उपयोग के लिए, सुविधा के लिए लिया जा रहा है और आमतौर पर कितना इससे इसका इस्तेमाल करने वालों को फायदा हो रहा है, वर्ल्ड बैंक ने एक स्टडी की है कि गोल्डन क्वाड्रिलेट्रल 6000 किलोमीटर बनने के बाद जो इसे इस्तेमाल करने वाले लोग हैं, उनको प्रतिवर्ष 8000 करोड़ रुपये का फायदा होगा। हम यह टौल टैक्स, यूज़र फी सिर्फ1500 करोड़ रुपए ले पायेंगे। तो इसका इस्तेमाल करने वालों को हर साल 6500 करोड़ रुपए का फायदा होने वाला है। इसलिए यह जो फीस हम चार्ज कर रहे हैं, यह बहुत उचित है और ये जो रेट्स हैं, ये सितम्बर 1997 से लागू किए गए थे, हम उन्हीं रेट्स को चार्ज कर रहे हैं। दूसरा, माननीय सदस्य ने जो कहा कि वे हमसे मिले थे....

श्री सभापति: अब खत्म कीजिए, टाईम हो गया है।

Question Hour is over.

WRITTEN ANSWERS TO STARRED QUESTIONS

Display of wholesale/maximum retail price on goods

*321. SHRI KAILASH JOSHI: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Supreme Court has asked Government to evolve a policy for display of wholesale price alongwith maximum retail price printed on goods; and

(b) if so, what action Government have taken in the matter?

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD YADAV): (a) and (b) The Attorney General of India in a letter addressed to the Minister of Consumer Affairs, Food and Public Distribution has informed that the Supreme Court in a Bench Presided over by the Hon'ble Chief Justice of India, has suggested that an appropriate legislation may be passed so that the factory price or the selling price by the manufacturer is also shown on the goods. This will enable the consumer to know the exact profit charged by the retailer and other intermediaries and will also enhance the bargaining power of the consumer.